



Idaho Logging Safety News

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Dirk Kempthorne, Governor
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HEY BOSS, WHAT DO I DO IF.....?

By Galen Hamilton

As you are reading this article you are probably swatting at mosquitoes or horse flies (maybe both), trying to wipe the dirt off your baloney and cheese sandwich you just dropped in the six inches of dust that appeared lately and wondering why mom didn't marry a lawyer or doctor instead of that old logger. I do not know the answer to that last part so we will just move on. The point is most of you have been back to work for a few weeks, so let me ask you a couple of questions.

---IF THE BOSS HAS GONE TO TOWN, DO YOU KNOW WHO TO CALL IF ONE OF THE GUYS GETS HURT?

---DO YOU KNOW WHERE THE RADIO OR PHONE WORKS ON THE JOB?

---DO YOU KNOW THE JOB LOCATION? (latitude and longitude)

---WHERE ARE THE FIRST AID KITS LOCATED? (not in the bosses pick-up, he is in town, remember)

---IS THERE A GUARD OFF THE PIECE OF MACHINERY YOU RUN? (you know darn well you will get your hand in there before summers out)

---SINCE STARTING YOUR NEW JOB OF BRANDING LOGS BETWEEN THE PROCESSOR, LOADER AND LOG TRUCK, DO YOU WAKE UP EVERY NIGHT SCREAMING? (even if you're the new guy, don't be too shy to tell the operators "hey wait a minute")

---IS THE SAFETY GUY A PAIN IN THE WHOOPS, running out of room so I better finish up this article now. If you don't know the answer to these or any other questions you can think of, walk over to the boss right now (he just got back from town) and have him roll down his window, turn off the air conditioner and get things straightened out. Oh, and about why mom married the old logger? Well, it is because one time way back he was a younger logger, and as we all know they don't come no better than that!!!!

As soon as the boss gets back from town, we'll take you to town



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---IS IT O.K. TO FALL THE SNAGS ON YOUR STRIP WITHOUT GETTING YELLED AT BY THE SALE ADMINISTRATOR?

YOU WANT ME TO HAUL THE LOGS WHERE???

By Galen Hamilton

Over the last several years many of our local sawmills have been shut down. One result of this is that many of you log truckers have been delivering logs to sawmills not only from one end of Idaho to the other, but all over the western part of the U.S. as well. I am sure this has been a learning experience for you, studying other cultures when you go to such far away countries like Oregon and Washington and probably learning a little bit of a foreign language when visiting our friends across the border in Montana. I think we are finding out that log truckers are pretty much the same friendly bunch regardless of the country they are in. I even heard the other day of some Montana truckers waiving at Idaho truckers, using more than one finger!

One thing that we are finding out that is NOT the same is how things are done in the different Log Yards. Some yards apparently have a list of rules longer than a load of poles, accompanied by the threat that if any rules are broken they send you straight to prison. Other log yards are, well lets just say not so strict. Whatever the case, as you log truckers know, it all comes back to watching out for yourself. Part of this is finding out exactly what the operator unloading your truck expects of you, BEFORE the operation starts.

What instigated this article was a conversation I had with a long time logger and log trucker. He had recently watched another trucker, a good friend of his, come within inches of being smacked while being unloaded, and he had an idea why it happened. "We had been hauling into the same three mills for the last several years and had just recently started delivering logs to where this near miss occurred. My buddy did exactly the same

thing he had been doing at the other yards for all those years and the machine operator at this different yard did the same thing he had been doing for as long as he had worked there. The trouble was both were used to things going exactly 180 degrees different than they did!"

The fellow telling me the story pointed out that both of these guys were really good at what they did, in fact, he gave them both credit for quickly recognizing the wreck that was just about to happen and avoiding what was sure to have been a very serious accident. "It is just that we get to doing things the same way day after day and then something changes just a little bit and a guy gets in trouble in a hurry"! I couldn't have said it better myself.

With the longer hauls we are also seeing more trucks around the state, many with drivers without a lot of experience in hauling logs. When you more experienced guys see something going on that could result in an accident, whether in the log yards or in the woods, let the fellow (or lady) know about it. There are a bunch of you Growly Old Cab Lizards out there with more knowledge and experience in your little fingers than many of us will ever have, so spread some of that WISDOM along!

One more thing then I will shut up. Some of these trailer loaders are set up so it is easier to walk to and from the "button" by going right beside your truck. This means the path you are walking is basically UNDER the trailer that you just lifted ten feet in the air. Take the extra two seconds and walk "around" the trailer loader back to your truck.



What's Been happening

By David Kludt

Hopefully, by the time this letter comes out most of you will be back in the woods. After several months of meetings (there were a lot of them) your brain should be overflowing with information that will, in some cases, actually help you do a better job in the woods.

We spent a couple of months on the road this spring conducting first aid training plus several other items that are required on an annual basis. About 1750 loggers attended the classes this spring and we appreciate it. Hopefully that information will not have to be used, but we know from past experience that this will probably not be the case. A special THANK YOU to the equipment dealers that provided the donuts and rolls for all of the different classes. Those are as follows: Les Schwab Tire in Bonners Ferry, Sandpoint, Coeur d'Alene, Kellogg, St. Maries, Harvard, Orofino, Grangeville, and Emmett. Tisco Parts and Machine in Deary. Western States Equipment in Pierce. The Kahili Phycology Club in New Meadows, and the ALC in St. Anthony. Rowand Machine also provided door prizes for several of the classes. I know I ate numerous rolls out of a sense of duty and to make sure you were only getting the best.

As everybody gets back to work you need to remember that timber fallers lead the list of the most dangerous occupation with hookers and truck drivers in the top 10. We have been reminded that this is the same case throughout the U.S. I can tell you that most of the accidents are not caused by weird things but are caused by THE THINGS THAT WE KNOW ARE DANGEROUS and we either forget or we choose to take the chance!!

That's about enough for this spring. If problems arise on your jobs and you need help, don't hesitate to give one of us a call. Have a good, safe summer and we'll see you in the woods.



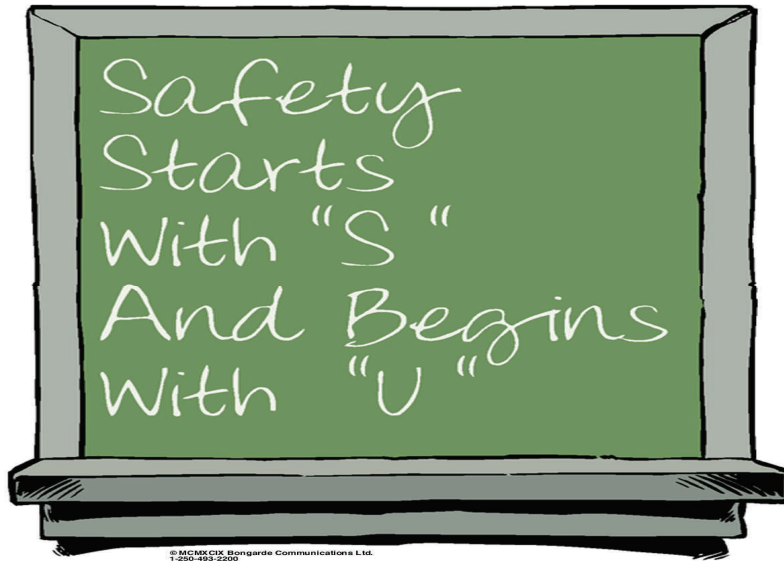
The St Maries class listens very well. OK, maybe ONE guy is asleep.



Les Schwab's own Chris Martin out of the Moscow store stayed to try and learn something from the loggers.



Galen studies his notes at the Pierce Class. As with most of the classes, many of the guys come every year, and he knows if something is left out he's going to have to come up with an answer.



SAFETY MEETING

I know that many of you struggle to come up with topics for safety meetings. Since many of you are just getting started, why not pull out that first aid kit and let the crew know just exactly what is in it in case of an emergency. The minimum supplies that are required by OSHA are as follows:

1. Gauze pads (at least 4"x 4")
2. Two large gauze pads (at least 8"x 10")
3. Box adhesive bandages (band-aids)
4. One package gauze roller bandage at least 2" wide.
5. Two triangular bandages.
6. Wound cleaning agent such as sealed, moistened towelettes.
7. Scissors
8. Blankets
9. Tweezers
10. Adhesive tape
11. Latex gloves
12. Resuscitation equipment, such as a resuscitation bag, airway, or pocket mask
13. Indelible marking pen
14. Two elastic wraps
15. Diphenhydramine Hydrochloride elixir or capsules
16. Splint
17. Directions for requesting emergency assistance

If you don't have a convenient form for recording your job location, we have stickers available that can be placed on the dash or other location in case of an emergency.

EMERGENCY RESCUE			
1-800-632-8000			
1-208-846-7610			
COMPANY NAME _____			
JOB NAME _____			
LATITUDE _____			
DEGREES	MINUTES	SECONDS	
LONGITUDE _____			
DEGREES	MINUTES	SECONDS	
JOB LOCATION _____			

LOG SAFELY			

NEAR MISSES

NEAR MISS

A line machine tipped over (luckily in the road) when the guylines failed. The machine had been purchased a couple of months earlier and after inspecting the guylines, the decision was made to skid until spring breakup and then replace the lines. They were within a week of making it. Luckily nobody was injured. Now, the guylines have to be replaced plus the added cost of repairing the machine, which was considerably more than the new lines.

The owner said they always replace the guylines every two years even if they look good. I talked with several other good operators and they also said that their lines are replaced every other year.

Another operator that runs numerous line machines said he replaces his guylines every year because he just doesn't want the machine over the hill or anybody hurt. Some of them check the lines with a marlin spike but admit that it is difficult to assess the rust and other damage. They all agreed that dragging the guylines on a gravel or granite road can cause considerable damage. Kinks and flat spots from the drums may also be grounds for replacing the lines immediately. They all pay attention to the "angle of the dangle" but then have to hook to a stump that "looks" good. There are a lot of unknowns but having good lines is the starting point. Those are your LIFE LINES!!



Near Misses Continues.....

NEAR MISS

A young operator was working on a very tight landing with a dangle head processor when one of his fellow employees came in behind him without first making any contact. The operator swung the machine around with a log still in the grapple and almost took the man's head off.

It's important to let everyone on the crew know, and anyone that may wander onto a landing know, that they must make the operator aware of their presence. This is important whether the operator is new or an old hand.

NEAR MISS

We had an incident involving some four wheeler riders and a logging road that wasn't properly signed. The riders came in where they shouldn't have been but didn't know it because the gate was open and there was nothing to stop them. When they got to the job they did a stupid thing. They tried to go between the truck and the bank without the loader operator even knowing they were in the area. Luckily nobody was injured.

We need to make sure that the proper signs are up before the job is started. If one of these people had been killed, I would guess it would have been the responsibility of the logging company.

NEAR MISS

A timber faller cut a pistol butt red fir. As the tree fell, he stepped to the side of the stump instead of moving back at an angle. When the tree hit the ground the butt flopped sideways knocking him to the ground. He was fortunate that the only injury was to his pride, not his body.

That old rule of being 10 FEET FROM THE STUMP still isn't a bad idea!

LOG TRUCK WRAPPERS—A HEADS UP

A truck driver at one of the classes this spring wanted me to mention that the wrappers he had purchased a year earlier were completely rusted out on the end that goes under the load. He felt that it was caused from the road salt last winter. This might be worth checking out.

LOGGER TURNS ACCIDENT INTO A NEAR MISS

Some quick thinking turned an Accident into a Near Miss saving this fellow some painful healing time. A logger doing some fabrication work in the shop this spring made the same mistake many of us have. After heating a piece of metal on one end, he turned it around in the vice to heat the other end. When that end of the metal became cherry red it was time to move the metal in the vice again. He reached down grabbing the metal with his thumb and index finger, instantly knowing he had made a big mistake.

Like I said earlier, many of us have done the same thing. How we react afterwards tends to differ. Some of us (alright, me) scream and yell, run in circles, act like it doesn't really hurt until you're sure no one is looking, then you cry. This logger handled the situation a little differently.

He walked straight over to the sink and ran cold water over his hand for several minutes. The logger said it took the burning pain away at first, then after a couple of minutes it started stinging pretty good. He said it made him want to take his hand out from under the running water, but he held it there for a couple more minutes anyway. When it started feeling better, he removed it from the running water and immediately wrapped the finger and thumb in a cold towel. He kept moving the towel every now and then, keeping the thumb and finger as moist and cool as possible. He said altogether he probably spent close to thirty minutes "cooling" things down.

The logger showed me his hand three days after the incident. Not a trace anything had happened. No reddening, no scars, not even a blister!

ACCIDENTS

Accident

A faller was working in about two feet of snow so his movements were limited. The trees were loaded with a lot of snow making it hard to tell which way they were inclined to fall. He had the tree pretty well cut up when it set back on his saw. He got a hold of the cat operator to have him shove on the tree from the back side. While he was watching out for the cat, he forgot to pay any attention to the tree. The tree broke off and came sideways, striking him on the shoulder. Luckily it didn't do any major damage but he was bruised and very sore for a while. He could have been seriously injured, or worse, killed. He wanted me to tell everyone again—**NEVER TURN YOUR BACK ON A TREE THAT HAS BEEN SAWED ON!!**

Accident

A strip sawyer was injured after hanging a small 10" dbh hemlock into another tree. Having nothing available to drive the hanger with, he slipped in to cut the front tree. He wasn't too worried since the hanger was "small". As he was falling the other tree the hanger came down hitting him considerably harder than he thought possible and smashing him to the ground. The crew thought he had a broken femur so a helicopter was called.

Luckily, what appeared to be broken bones were some dislocated joints. The doctors popped those back in and he was released the next day. The sawyer did remember that there is no such thing as a "little" tree in the woods when it comes to taking a hit.



TRAINING THE CREW IS TIME WELL SPENT

By Galen (would you go over that one more time Dave) Hamilton

When I was about 12 or 13 years old I got a job on the ranch up the road. On the first day of work the old farmer spent some time teaching me how to change sprinkler pipes. He said it was fairly easy, all you had to do was just line the first pipe to a certain spot at the end of the field and then keep all the rest of the pipes headed in a straight line and it would end up where you wanted it. The next morning the farmer was waiting for me at that same sprinkler line. After checking out my work from the previous day he noticed that instead of a straight line of sprinklers, I had managed to bend them around in almost a full circle ending up within feet of where the line started. Mumbling something, the farmer said he better spend some more time training me since this job might be a little over my mental capabilities. I told him I knew it was tough, but I was sure I would get the hang of it right away. And I was right. Just six weeks after I had started, I moved a sprinkler line and kept the whole thing in the same field. I could tell the old farmer was awful proud of me because of the tears running down his cheeks.

At about this time the farmer told me it was time to start picking up the hay that had been cut and baled, “bucking bales” he called it. “All you have to do is pick up the bales and put them on the wagon when I drive by”. He said he knew I would be good at this because he was sure I had “THE RIGHT IQ TO LIFT HEAVY THINGS”. By golly he was right too. After only about a month of training I had that bucking bales down to a science.

From the hay fields I eventually moved on to the woods where over the years I have had numerous lumberjacks spend considerable time training me at different jobs. It always seemed kind of funny that starting out none of those loggers looked the same, but after four or five weeks spent training me, they all started to look similar to that old farmer-- A strained expression on their face, saying real bad words throughout the day and the ever present sign of tears running down their face. Weird!

My present boss, Dave Kludt, suggested I write a little article on “training” since he is somewhat aware of my experience on the subject.

He wanted me to mention that any time you get a “new hire” you need to spend the time you deem necessary for this person to fully understand his job duties and can perform those duties safely. To comply with the rules you need to document this training. Even if the “new hire” is an experienced logger, if he is new to your company you need to go through this training process.

We were asked recently if a company has to train their crew every year? The answer is NO if those crew members are doing the same job as in past years. If the cat skinner wants to run the loader or the landing man wants to fall timber, then they need to be trained in those jobs-----AND DOCUMENT.

Trucks hauling on your job that are not owned by your company still need to be trained in your landing and loading policies. Hard hats, standing in front of the cab guard while being loaded and wrapping up procedures are a good start. I don't care who's name is on the door, if they get whacked on your landing I've got an idea who might end up paying.

We are starting to see more and more “contract” sawyers around the state. I am sure they have been trained in falling practices and safety equipment (you might check just to make sure) but they still need to be trained in emergency rescue on your job, just in case. AND DOCUMENT.

Documentation is kind of the pain in the neck part of training, but may be very valuable someday down the road. TRAINING can only be a plus for your company. The more time spent training REDUCES the chance of accidents which in turn REDUCES insurance costs. The more time spent training INCREASES production which in turn INCREASES profits. The more time spent training INCREASES your log quality which in turn will surely INCREASE the money the sawmill pays-----well, two out of three ain't bad.

Dave wanted me to mention that TRAINING is worth the effort. Whether it takes twenty minutes or perhaps 14 years, 7 months and 11 days, hopefully they will get it.

“Hey Kludt, what are those tears running down your face for?”

The following is a training guideline that should be similar to what is in your safety plan. Use the one that fits the persons job that you are, “observing”, training and document.

EXAMPLE

BASIC JOB SAFETY TRAINING GUIDELINES

TRUCK DRIVER

JOB TASK: Transport Logs, Heavy Equipment, Fuels, Lubes, etc

EMPLOYEE _____

(please print)

DATE: _____

{ } 1. Cover Requirements for CDL

{ } 2. Review the following:

- { } Idaho Minimum Safety Standards for Logging (job related)
- { } Company Accident Prevention Plan
- { } Hazard Communication Plan (MSDS sheet location)

{ } 3. Cover Pre-Trip Inspection

- { } Motor Oil Level { } Fuel Level { } Lights
- { } Tires { } Brakes
- { } Unusual Wear, Cracks and Breaks (Frame, Wheels, Bunks, Trailers, etc)

{ } 4. Demonstrate Driving Skills

- { } New Drivers (Until Owner, Supervisor Satisfied)
- { } Winter Time Conditions may require review

{ } 5. Discuss Landing Safety

- { } Hard Hats when out of truck
- { } Clear Communication with Loader Operator
- { } Trailer Unloading and Hook-Up
- { } In front of Cab Guard During Loading (Never get behind cab guard until loader operator is signaled and ceases loading. This includes pulling bunk pin, working on scale plugs, laying out wrappers, painting numbers, securing load tickets, etc)

{ } 6. Wrapping Up Load

- { } A minimum of 3 wrappers on all loads in Idaho (out of state may require more)
- { } If Wrappers are pulled over, driver must be in clear view of loader operator
- { } If unable to throw wrappers work out clear plan with operator to pull them over
- { } Load will be completely secured before leaving landing area

{ } 7. Review Hazards of Haul Roads

- { } Do Not Drive by the Radio (CB)
- { } Use Chains when required (don't push it)

EMPLOYEES SIGNATURE _____

Larry Vig gave the safety man a minute of his time. Larry runs the 527 High Trac Crawler for Jim Blain. Having an experienced man like Larry has paid off tremendously for Jim over the years.



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